In the Specification:

Please amend the specification as follows:

Please replace paragraph [0019] with the following amended paragraph:

[0019] The first and second adjustment plates each include at least one guide marking placed to insure that the ~~axel~~ axle member is oriented with respect to the forked frame member. In tensioning the flexible power transmission mechanism, one of the adjustment studs is rotated to move the axle member within the adjustment slot of the forks of the forked frame member. When the flexible power transmission mechanism is at the final tension, the location of the guide marking is noted and the other adjusting stud is rotated to move the axle member to align with guide marking.

Please replace paragraph [0028] with the following amended paragraph:

[0028] To make the adjustment of the chain tension of a motorcycle easier than is provided by chain ~~tensioner~~ tensioners currently employed, the chain tensioning device of this invention replaces the original equipment chain tensioners. The chain tension device of this invention has two chain tension adjusters that are joined to the axle of the driven wheel of the motorcycle and coupled to it through an adjustment slot within a recessed guide of the forks of the swing arm frame member of the motorcycle. The tension adjusting device permits the adjustment of the chain tension with standard wrenches or

sockets and allows for more rapid changes of sprocket gearing. Further, the tension adjusting device pulls the axle rather than pushing the axle as in standard chain ~~tensioner~~ tensioners in current usage. Additionally, the tension adjusting device of this invention permits replacement of the chain tensioner in current usage that has stripped threads in the swing arm frame member to which the chain tensioner is secured. The tension adjusting device of this invention is not secured to the swing arm frame member by the threaded bore thus making rethreading of stripped threads unnecessary.

Please replace paragraph [0042] with the following amended paragraph:

[0042] An adjustment bore **130** is drilled in the extended member to accept an adjustment stud **125**. The adjustment stud is centered on the width dimension W_1 of the adjustment plate **105** and essentially centered in the height dimension of the extended member. This location must be set such that the adjustment stud **125** can contact the end of the fork of the swing arm frame member. The adjustment bore **130** has a diameter that can accommodate a captivated nut **135**. Alternately, if the adjustment bore is to be threaded, the adjustment bore **130** must be the diameter of the adjustment stud **125**. In the preferred embodiment, the adjustment stud **125** is approximately 8mm in diameter. If the captivated nut **135** is employed, the adjustment bore is approximately 0.50" in diameter or of a sufficient diameter to permit a press fit of the captivated nut **135**.

Please replace paragraph [0046] with the following amended paragraph:

[0046] Refer now to Figs. 4 and 5 for a discussion of the placement, installation, and operation of the chain tension adjusting device of this invention. As described above, a motorcycle has a drive sprocket **375** attached to the drive shaft **380** of the motor **385**. The drive sprocket is then coupled to a flexible chain **365** that acts as a flexible transmission mechanism. The driven wheel **305** has an axle **325** that is placed between the forks **302** and **304** of the swing arm frame member **300** of the motorcycle. The chain **365**~~A chain (not shown)~~ is placed on a sprocket **360**. The ends of the wheel hub **310** are placed in an axle slot of **345** in each fork **302** and **304** of the swing arm frame member **300**. The first chain tensioner **330** is placed on the end of the wheel hub **310** and in the guide recess **340** of one fork **304** of the swing arm frame member **300**. Similarly the second chain tensioner **320** is placed on the end of the wheel hub **310** and in the guide recess of the second fork **302** of the swing arm frame member. The driven wheel **305** is moved until the chain has a preliminary tension. The first adjustment plate **5** is moved within the guide recess **340** until the extending member is aligned with the end of the fork **304**. The adjustment securing nut **40** is rotated to allow the first adjustment stud **25** to be rotated such that it is in contact with the end of the fork **304**. Similarly, the second adjustment plate **105** is moved within the guide recess (equivalent to the guide recess **340** of fork **304**) until the extending member is aligned with the end of the fork **302**. The

adjustment securing nut **140** is rotated to allow the first adjustment stud **125** to be rotated such that it is in contact with the end of the fork **302**.

Please replace paragraph [0047] with the following amended paragraph:

[0047] The axle **325** is secured within the capturing recess **20** (Figs. 1a – 1c) and the axle nut **315** is tightened to secure the driven wheel **305** between the forks **302** and **304** of the swing arm frame member **300**. The adjustment stud **25** is then rotated to pull the wheel hub **310** and thus increase tension on the chain **365** until a final tension is achieved. The placement of the guide mark **45** relative to a calibration reference mark **355** on the fork **304** is noted. The adjustment stud **125** is then rotated to pull the end of the wheel hub **310** until the reference mark **145** is aligned with the calibration reference mark **355** of the fork **302**. The securing nuts **40** and **140** are rotated until they have respectively impinged upon the extending members **10** and **110** thus securing the adjustment studs **25 and 125** from movement during operation of the motorcycle.

Please replace paragraph [0048] with the following amended paragraph:

[0048] The first and second adjustment plates **5** and **105**, in the preferred embodiment, are formed of an aircraft grade aluminum. Conversely, the materials for the first and second adjustment plates **5** and **105** may be steel, titanium, carbon epoxy or other suitable material that can withstand the

conditions of operation at the ~~axel~~ axle **325** of a motorcycle and the tension of the chain **365**.

Please replace paragraph [0049] with the following amended paragraph:

[0049] In the preferred embodiment of this invention as described, the flexible power transmission mechanism is a chain **365**. The chain **365** is engaged with the teeth of a sprocket **360** coupled to the driven wheel **305**. However, in an alternate embodiment of this invention, the flexible power transmission mechanism is a belt and the belt is placed on a pulley coupled to the driven wheel.